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# HALLMARK

united states army security agency



## MOS MISMATCH



## Wider Horizons for WACs?

According to Brigadier General Mildred C. Bailey, "the basic concept (of the WAC) is that women are completely equal with men and can do everything men can—while recognizing that there are practical limitations and some valid constraints."

To determine if ASA personnel feel that these restraints include geographical areas, members were asked "Would assignment of WACs to your short tour area be a help or hindrance to mission performance and troop morale. Why?"

*They add a touch of reality. . .*

"Assignment of WACs to remote Sinop is indeed a reality (22 WACs currently assigned). Mission performance has continued in a superior manner. The effect on morale can better be appreciated in light of local conditions.

"Although it is the capital of Sinop Province, Sinop is a small rural community almost untouched by American influence or the hustle and bustle that characterizes other 20th century areas. Sitting on the northernmost peninsula of the Turkish Black Sea, the installation is a short tour area.

"Adhering to strict Muslim doctrine, Sinop is a male oriented and dominated city. Women are seldom seen at social occasions and almost never spoken to. Fraternization between males and females prior to marriage is taboo. Consequently, the WACs here have provided the opportunity to at least converse with members of the opposite sex. Indubitably, the females add a touch of realism to an unnatural (for westerners, anyway) total male environment. As a result, not only is morale increased, the cultural shock of being thrust into an eastern culture lessened."

**CPT**

*Ok, as long as they are treated equally. . .*

"Assignment of WACs to a combat zone would not be a hindrance provided they were treated as military personnel and not as WACs. There are certainly jobs in administration in a combat zone that could be done by WACs; therefore they would be a help to mission and morale."

**MSG**

"It would be beneficial to send at least two WACs together and not just one girl at a time. This way an individual would not feel so alone, as I once saw happen.

"Increasing troop morale would be entirely up to the individual personality of each WAC and the

personnel stationed at the area in question."

**SGT**

*Word from the chauvinists. . .*

"Assignment of WACs to Sinop would definitely be an affirmative morale factor."

**SFC**

"The feminine touch is always needed and welcome. Women are present in all other aspects of our society, so why leave them out of short tours? Looking at it another way, short tours can sometimes be miserable and women should have to pull their share of them. Maybe it wouldn't be so miserable if the tours were shared by men and women."

**SP5**

*They can do the job. . .*

"Assignment of WACs to the 7th RRFS would not hurt troop morale. I feel this way because I have a lot of faith in WACs to settle down and do their best to show that they can do what men can do."

**SP5**

"First, I believe that experience is proving that women are as capable as men in carrying out any ASA operational mission. This fact is true regardless of whether we are talking about a mission in a long tour or short tour area.

"Secondly, from my one year in a short tour area, I believe that WACs helped provide a more stable and natural setting for a previously all-male environment. In short, their presence had a civilizing effect on us men.

"The problem is now one of proper ratio, i.e. an equitable number of WACs in relation to the number of jobs available. It will take time to overcome the problems which are currently preventing the assignment of more WACs to short tour areas such as adequate housing.

"And of course, the assignment of WACs to short tour areas is a tremendous chance for WACs to enhance their careers since it gives them one more opportunity to be on an equal footing with their male counterparts when competing for assignment."

**MAJ**

*Maturity is a factor. . .*

"Mission performance would be enhanced if WACs were assigned to short tour areas. However, I believe that they should be screened for qualities of stability and maturity."

**SSG**



*Published monthly in support of U.S.  
Army information objectives*

**In  
this  
Issue**

Boot in the Bush	2
Spotlight	4
Configuration Management	6
Traveling in Europe	8
Tighten up	10
Pass in Review	11
Equal Rights Amendment	12
R & R	14
MOS Mismatch	15
Science and Medicine	16
Ideas and Opinions	17



**Our Cover**—To find out how well you score in ASA's Match Game, read the story on page 15.

Cover design by Graphics Branch.

Celebrate the WAC's 32nd Birthday by

## TAKING A NEW LOOK

at some old attitudes

Why should you be surprised when you look at an attractive girl and say "She's a WAC?" Do all women who join the Army necessarily have to look like they play second string for the Minnesota Vikings? No, of course not. Neither do many resemble the sleek models in the recruiting posters and ads. But human nature being what it is, it isn't easy for us to get rid of long held but cumbersome hangups about WACs. And we seldom stop to think about an important fact of Army life—that the essential ingredient to the success or failure of today's Army is the people who are in it—not just the men and not just the women—but the people!

As women's roles in society change, so too will they in the Army, but only if we all take a long, hard look at some of the thoughtless misconceptions about WACs and resolve to get rid of them.

PFC Sarah Jones, who's been in the Army for a little more than a year, says that she has tried to ignore some of the nastier comments she has heard since enlisting, but, she adds that it's not always that easy to turn the other cheek.

"It's not fair that people think joining the WAC is a cop out and that it's the last resort for most girls," says Sarah. "In World War II, women joined the services for patriotic reasons. There was a war going on and the girls wanted to help out as much as possible. Now people think that there's something wrong with a girl who comes in the service."

"And we're all just regular girls," added SSG Kathi Kabler.

Kathi says her reason for joining the military "really was patriotism. It was hard for even most of my family to accept that, but I'm following the advice of my brother who told me that what I make

continued on p. 16

Winner of 3 Blue Pencil Awards from the Federal Editors Association as one of the best Government Publications produced in 1970, 1971 and 1972.

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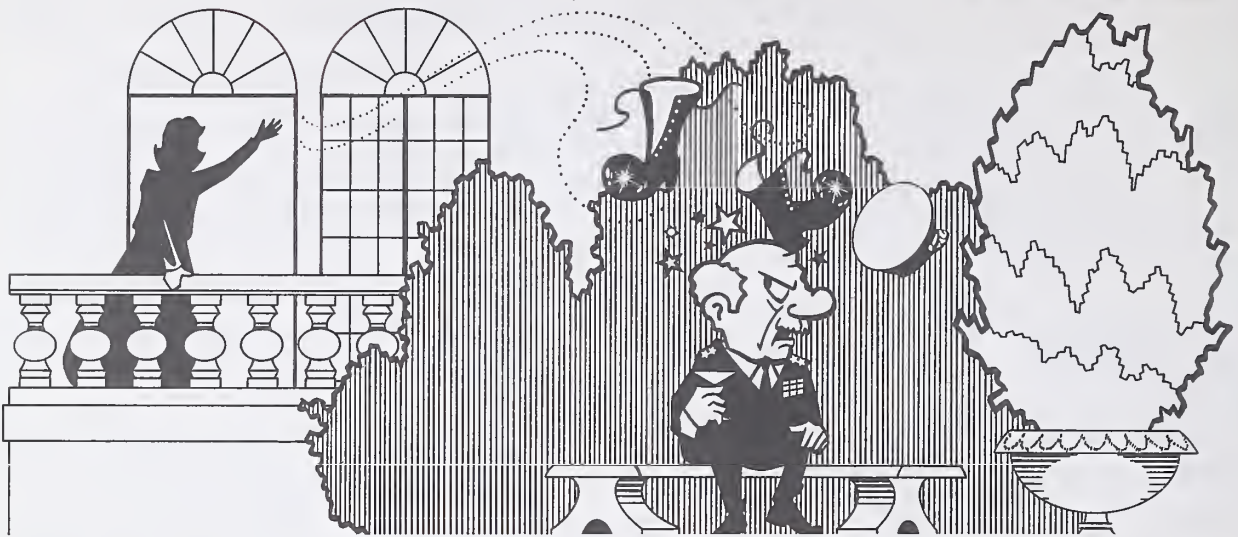
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# A Boot in the Bush

by PFC Martin Hileman



Once upon a tour, in a land far from the world, there served a young WAC named Cinerella. PFC Cinerella lived with her older SP4 sisters and a mean WAC MSG.

PFC Cinerella, being lowest in rank (and with what was frankly a rotten command voice), always caught the work details.

One day, the General of the Realm announced that Organization Day was approaching. All the troops in the realm were invited except poor PFC Cinerella who had to pull CQ in the quonset.

As her sisters were getting dressed up in starched fatigues, one of them screamed, "Hey, PFC! I'm gonna wear your Airborne jump boots to the bash. Put that in your diary and smoke it, soap sister!"

The mean SP4 type sister had seen that Cinerella's boots were in a high state of shine and wanted them so she would be admired, get a fat promotion to E-5 and get 400 lbs. of hold baggage.

At the dance everyone had a great time and everyone admired the SP4 sister's highly shined jump boots and wanted to do the sandbag relay race with her.

But alas! The sister was having problems with the boots because PFC Cinerella had very small feet.

The boots were rubbing huge blisters on the sister's huge feet. Besides, Cinerella had told her sister that at 1200 hours, the boots would turn into a cheap pair of penny loafers (just to worry her.)

It did worry her. She took off the boots and threw them into the bushes. Sitting under a bush was the General of the Realm, enjoying the sight of his men enjoying themselves when suddenly he was hit on the head by a pair of shiny jump boots with huge footprints in the Dr. Sole's foot pads.

"Was a boot-throwing contest on the schedule?" asked the General of the Realm.

"Nope," said his aide.

"Well, in that case, find the soldier that threw this boot so he can be punished for gross safety violations. (Besides thumping me with a huge pair of foot prints.)"

The next day a detail went out looking for the troop who threw the boot. They tried every hooch and hut until they came to the WAC barracks. In they went, tripping over Cinerella scrubbing the floor. Her sisters' huge feet kept the floor in bad shape.)

"Whose boots are these? asked the detail in one voice.

"They're mine," admitted Cinerella in her rotten command voice.

"Get your gear together. The general wants to see you in his office immediately."

But her SP4 sister, who thought that the general was going to reward the wearer of the boots with a promotion to E-5 with 400 lbs. of hold baggage, ran out and screeched, "Hold it, Mac! I'm the troop who wore the boot!"

"O.K. troop. Let's beat feet to the general's office!"

SP4 sister with her huge gross feet hobbled into the office, threw the general a great big wonderful type salute and said, "O.K., already, so promote me now, man!"

"Promote you?," the general frowned. "You bounce Airborne jump boots in a high state of shine off people's heads and you want promotion. You will be demoted to Eternal Private, Last Class, E-O type with only 225 pounds of hold baggage, minus crates. Make a note of that, aide."

So PFC Cinerella now has an assistant to help scrub the floors and pull the dirty details.

MORAL: A boot on the right track is worth two in the bush. OR: Airborne boots in a high state of shine do not a promotion make.

*Reprinted from the Indianhead*





The Berlin Education Center offers opportunities for Americans to study local language and culture.



A typical lecture scene—some wide eyes and some bleary eyes, all wondering what's going to be on the final exam.



Language labs would be a lot easier if it wasn't so hard to cheat.

# Berlin ASAers Get Smart

If only the ignorant despise education, people stationed at USASAFS Berlin have nothing to worry about.

There they have opportunities to study oceanography, ancient history or the language of their choice. Whatever a person wants in the line of further education, there's a good chance that he can find it if he's stationed at Berlin.

Courses sponsored by the University of Maryland, Boston University, The University of Oklahoma and Wayne State University offer bachelor and masters degree programs. Soon an Associate of Arts degree in a

technical field will be offered to ASA Berliners.

The Army Education Center (AEC) aims at improving the quality of education offered soldiers. Staff Sergeant Fred Dowell, Career Counselor at Field Station Berlin emphasizes AEC programs to the utmost. He feels "the trend in the Army today is for all officers, non commissioned officers and career minded personnel to have their college degree or at least two years of college."

The University Program at Berlin is apparently very popular. Approximately 345 students from Andrews Barracks, one of Berlin's American

casernes, participate in the various university programs offered through the AEC, of this number, 80 percent are members of ASA. Also offered are MOS related education training programs. These are far beyond the scope of unit training capabilities and facilities. MOS training is also available for ASA skills. Instruction is offered at no cost to qualified personnel both in the classroom and through correspondence. The AEC also has five MOS libraries staffed by trained counselors.

Make the most of your tour and Get Smart!



**New Military Air Rates** — The half-fare military standby rate for airline tickets disappeared April 16, according to a March 14 ruling by the Civil Aeronautics Board (CAB).

Most airlines, however, have said they will wait until May 1 to implement new rates. So far, airlines have indicated they will react to the CAB ruling in one of the following ways:

- Raise standby rates to three-quarters of regular fare and make them available only on Fridays and Sundays. The rest of the week military personnel will be able to fly military reserve, which will also be three-quarters of the regular fare.

According to the CAB, airlines that have indicated they will adopt this approach are United, American, TWA, Eastern, Frontier and Southern.

- Eliminate the standby fare altogether, but make the three-quarters military reserve rate available every day of the week.

According to the CAB, airlines that have indicated they will adopt this approach are Delta, Braniff, Continental and Northwest.

The CAB ruling was made after United filed a proposal to raise the price of standby rates and limit their availability to Fridays and Sundays, the military rate remaining the same.

United claimed the present discounts were uneconomical, noting that they were installed during the Vietnam war when there was a military draft and military pay rates were very low. All these conditions, United said, have changed dramatically.

The CAB stressed that since airlines are very competitive, further modifications may occur and military personnel should check in advance with individual airlines to learn what their options are.

**The Annual ASA Newspaper Contest** has two first place winners. The *303d Window* letterpress/offset, (303d ASA Bn (Corps), Ft. Hood, TX and the *Kobra-7*, multilith/mimeograph, (7th Radio Research Field Station Ramasun, Thailand) won first place in their respective categories.

The judging was based on support of the Army's Command Information Program, overall professional quality, originality and use of available facilities and resources.

Both editorial staffs received certificates for their excellence in Command Information, signed by Major General George A. Godding, commander, USASA.

**The video-tape production** "I'm Not Prejudiced," produced by the Information office at the USASA Training

Center and School, Ft. Devens, MA, has won third place (Television Program by TV Station or TV Production Facility category) in the annual Army-wide Keith L. Ware Awards for Excellence in Newspapers, Magazines, Radio and Television.

The video-tape program, written, produced and directed by Specialist 4 Dennis M. Gross, Educational Television Center, TC&S, was the only USASA entry in the television category.

SP4 Gross, the prime contributor, had no previous professional television experience except completion of the audio specialists course at Ft. Monmouth, NJ.

The film is shown on a recurring basis in support of Race Relations Training at Ft. Devens.

**Meritorious Unit Commendation** has been awarded by the Navy to ASA personnel who participated in Project "C".

Any individual who served with the Project C Element from May 1, 1967 to May 1, 1970 can apply for a copy of the certificate by writing HQUSASA

ATTN: IAAG-SW  
Arlington Hall Station  
Arlington, VA 22212

The office of the Adjutant General has a roster of personnel who are eligible to wear the MUC ribbon. The authority is Department of the Army General Order Number 32, Sep. 24 1973.

**Unsolicited mail**—An increasing number of military personnel have been receiving unsolicited letters and packages. As a general rule, if you don't want the letter or package don't open it. Instead, simply cross out your address, write on the letter or package, "Refused-Return to sender" and put it back in the mailbox. Many packages sent through the mail will have "Return Postage Guaranteed" written on them somewhere, and therefore it is a simple process to write "Refused" and put the package back in the mailbox. Moreover, the company will have to pay the postage due. If you should open the letter or package and find that you didn't order or want the contents be sure *not* to use or dispose of the contents. On the contrary, you should write the company who mailed it to you and tell them you have it and will return it to them at their expense.

**Need a stripe?** The Army has dropped the condition that a Corporal/Specialist 4 must have 12 months left in service to be promoted to Sergeant or Specialist 5. The time-left-in-service qualification is now three months. Primary zone of consideration will be soldiers who have at least 31



months of service and a minimum of 450 promotion points. Secondary zone will be soldiers with at least 19 but less than 31 months of service and at least 500 promotion points.



**Don't expect the Army** to protect you if you fall behind in bill payments. The Army's attitude is that it has a moral obligation to get soldiers to pay their debts. So the Enlisted Records Center cooperates with bill collectors trying to track down soldiers

who haven't met their payments. The Center estimates it supplies bill collectors some 5,000 soldier's addresses monthly.

**Get a new ID! !** The new check cashing policy at Post Exchange Services requires positive proof of social security numbers. If your military identification card was issued before mid 1967 it probably has a serial number and not your social security number. If a dependent doesn't have a sponsor's social security number on his or her identification card the exchange will accept the dependent's social security card, medical card or drivers license.

**Did you know?**—The ASA Correspondence Course Program has available a series of courses designed specifically for ASA civilian personnel.

There are three different course levels available regardless of grade or rank. The first is a junior level course consisting of 211 hours of instruction covering such subjects as office management, records management and human relations.

The second program is designed for middle management personnel. It consists of 155 hours of instruction and covers subjects such as electronic intelligence and communications center operations.

The final program is aimed at the executive level and has a total of 191 hours of instruction covering areas of interest such as ADP Systems Analysis and Operations Research.

The program is also available to military personnel. For a copy of their 1974 catalogue and more detailed information write: USASATC&S, ATTN: IATRI-NR, Ft. Devens, MA 01433.

**Recruiting winners**—Specialist 4 Stephen T. Hale, USA-SAFS Augsburg, has won first prize in the USASA Recruitment Ideas Contest. His entry, a poster depicting "Train With Professionals" captured the \$100 first prize.

Chief Warrant Officer 3 Harold E. Bracken, HHC USASA Support Group, Ft Meade, MD, won the 2d prize for his acrostic (a verse or arrangement of words in which certain letters in each line, such as the first or last, when taken in order spell out a word, motto, the alphabet, etc.) CWO Bracken spelled Army Security Agency.

Staff Sergeant Donald E. Thatcher, Torri Station, Okinawa received the \$50 third prize for his ASA recruiting brochure idea.

There were over 40 entries in the contest. Each one was judged on its originality, practicality and probable impact on the ASA enlistment program. Judges for the contest were LTC Jack Holbrook, ODCSPER; COL Garrett A. Austin, DCSSEC; COL John M. Weston, AG; and MAJ John J. Frank, DCSOPS.

The winning ideas will be used in the near future.

**A new educational loan program** for the children of active, retired and deceased Army members has been started by the Army Emergency Relief. Applicants and parents must show they are ineligible for assistance from other lending institutions. AER loans guarantee up to \$1,500 per academic year at 7 percent interest, but can't be used for graduate work. Details are in DA Pamphlet 930-1 and Chapter 10, AR 930-4.



BG William I. Rolya

## EW Expert Becomes DCG

**B**rigadier General William I. Rolya replaces BG J. H. Morrison as Deputy Commanding General of the US Army Security Agency May 20.

General Rolya's last assignment was as Signal Security and Electronic Warfare Manager, Office of the Assistant Chief of Staff for Force Development, Headquarters, Department of Army.

General Rolya holds a Master of

Business Administration Degree from Northeastern University and an MS in International Affairs from George Washington University. He has attended the Signal officer Advanced Course, the Army Language School, the Command and General Staff College and the National War College.

His 25 year service career includes tours in Korea, Alaska, Germany and Vietnam.

# CM Answers The Impossible

by Eugene Schriefels

**D**id you ever buy a new set of speakers for your stereo only to find you could not use them until you returned to the store for an adapter because the plug wouldn't fit the jack on the amplifier? How many times have you been trouble-shooting a receiver or other piece of electronic equipment and found the schematic didn't match the circuits and components in front of you?

Tracing wires in access holes in an aircraft or the cable raceways of a field station can be rough at best, but turns into pure hell when things don't match the drawings. Frustrating isn't it? Before you run off to pen (or carve) an appropriate bit of graffiti (singular for graffiti) on the restroom wall, wait just a minute.

The causes of your problem are myriad and legendary. Everything but protest marches have been tried in the attempt to standardize equipment. The latest thing to come down the pike to solve this problem is Configuration Management (CM). Frightening isn't it? Sounds like a terminal case of bureaucracy. Visions of wizened little men with green shades and palid complexions hunched over a roll top desk amid reams of paper immediately comes to mind. Actually, we've taken them out of the attic, issued the latest in flared bottom Levi's and installed them in luxurious air conditioned offices.

The central office for CM is at Vint Hill Farms Station, Va. operating under the Materiel Support Command. Three of our stations in the field have branch offices—Augsburg, Berlin in Germany, and Udorn, Thai-

land. These offices have been established because the installation itself is under configuration management. Other units that don't have a resident CM manager—that's right, we're actually using valuable manpower spaces to get this job done because it's so important—appoint someone on orders to accomplish the task as an extra duty.

So far, so good. How does this affect you? An example is in order. For instance after a long hard shift, with the dits and squiggles in the scope ASA Supertroop grouches to the Soldier Mechanic about the extremely bright light on the receiver dial that's got him bleary eyed. Soldier Mechanic ladles more vichyssoise onto his tray and spears a second thick slab of very rare roast prime rib before retreating to the candlelit corner table of the dining facility, his bronzed brow wrinkled in thought. He dawdles through his mixed greens salad garnished with a delicate amount of roquefort dressing. His spoon stopping midpoint between his plate and his mouth, his pinkie curled manfully. The solution has come to him in a flash. The receding sun glistens off his spit shined jump boots as he rushes back to the maintenance shop. His starched fatigues grudgingly bend as he stoops for his custom made tool box. Snatching his dykes and soldering iron, he hurries to the operations area and the receiver with the offending light. A voltage dropping resistor in series with that little old dial lamp bulb should just do the trick. Soldering iron smoking, Soldier Mechanic deftly removes the lead, inserts the

resistor and skillfully solders it in place. That's hot stuff!

Cigarette dangling from one corner of his lips a toothpick out of the other, he leans back. A gleam comes to his steely blue eyes as he throws the on-off switch. A muscle begins to twitch in his lantern jaw as a soft light emanates from the dial. Wall Street will panic as Visene stock plummets to an all time low, he muses. The lumens have been dimmed, the red eyes on Supertroop will be seen no more. The problem has been solved. Right? WRONG!

What you have just witnessed (in miniature) is a two-man conspiracy to generate confusion, frustration and red ink in the ledger.

Is CM just another method of stifling ingenious suggestions for improvement, and, in general, just another burden for the already beleaguered soldier?

No way! In fact it encourages ingenuity and gives it dignity by requiring the innovator to demonstrate his professionalism by documenting his ideas and recommendations and providing them to his local CM office.

Seems like a lot of work for a little ol' resistor. In a way it is, but that's what sets the professional apart from his more common associates—putting forth that extra effort.

Consider what is involved in any change being made to a piece of equipment. First, all existing manuals on the equipment need to be changed to reflect the new configuration (there's that word again). This includes the operators manuals, maintenance manuals for all levels of maintenance as



well as all parts lists and manuals. If a new part that is not yet in the system is involved, a stock number must be assigned (here's that little old lady with the green eye shades again). It is added to the supply catalogues, inserted into the computer tape and a decision is made on whether to procure and stock the item or buy only as needed. Budgets are submitted (with full justification) to Department of the Army, Department of Defense and finally to Congress to get the funds to buy the item. Contracts are let to procure the item and world wide dissemination of the part is begun by air, sea and land.

If additional items of the affected equipment are currently on procurement, the contract specifications must be rewritten, engineering drawings redone, and negotiated to incorporate the change.

Fact, buddy, not fiction. You didn't know what you started with that little resistor, did you Soldier Mechanic? The cost of rewriting one page in a Technical Manual varies from \$175 to \$450. Draftsmen and engineers don't work for free either. Don't let these dollar figures scare you off though—keep on sending in those Equipment Improvement Reports (EIR).

But are you worried that your equipment improvement proposal won't be able to weather the storm and get implemented? Your local CM representative or board weighs the need for the improvement against the cost. That may sound like a simplistic answer but that is ultimately what it amounts to. You've all heard the old saying "there's nothing too good for the troops." When it comes to safety, that is absolutely true. Human engineering changes to improve the operation and mission accomplishment run a close second because of the added bennie in production.

CM boards in the field have approval authority over certain changes. Those that don't fall within the criteria established are forwarded to the "big" CM board at Vint Hill Farms Station, Warrenton, VA, for resolution. As a matter of fact, all changes are submitted to the CM office at Vint Hill—including those already approved and implemented locally, be-

cause one of the functions of the main CM office is to record all changes, disseminate the information to all concerned and act as the repository for the record copy of all documentation.

The object of Configuration Management is to provide uniformity to hardware and software systems. Most importantly, it insures that system documentation properly describes the system and that only approved changes are made. This CM discipline applies to single items of equipment as well as complex systems and even to some of the field stations in their entirety.

CM's first milestone is to establish a working system for controlling changes. Note the word "controlling." CM doesn't discourage changes which aim at improvement, but rather encourages them.

The best source of product improvement, according to the CM office at Vint Hill is the "hands on" operator and maintenance man—the SP4, the PFC and others who actually use the equipment. "He's the guy who needs the knob a little lower or needs increased air conditioning for his equipment. The day he stops submitting

requests for improvement, we've lost half our function."

Requests for improvement should be submitted on an EIR (DA Form 2407—your maintenance shop has plenty). Once the EIR reaches the central office, the submitter receives a letter of acknowledgment regardless of whether his request is approved or not.

The decision to approve or disapprove a request is never a one man decision. As many as 30 people sit in on a meeting of the Configuration Control Board which currently meets once a month, and is looking forward to meeting more often. One objective of the board is to get an answer to the field within 45 days. If a proposal is disapproved, the submitter is told why his proposal was rejected, and his suggestion is then placed in a history file for future reference.

It is a good idea to also send your suggestion to the suggestion award people—you might as well try to cash in on your ideas too. DA Form 1045 is waiting for your newest idea.

So, Supertroop and Soldier mechanic, keep your cards and letters coming.



Although it looks as though the danger of driving bans is past for the time being, the recent experience of "no-driving Sundays" made us decide to do an article on travel by train and bus. Due to our dependence on private automobiles in the states, many Americans do not take the trouble to learn about public transportation in Europe. Efficient, reliable ground transportation, which has become a rarity at home, is taken for granted by European travelers and commuters as a service which their governments are obliged to provide for them.

## Dollars And Sense

First, let's deal with one of the most common objections to traveling by train—the cost. We will be the first to admit that the price of a train ticket from here to there exceeds the cost of gas to run the family car the same distance. However, when all factors are considered, the train often comes out on the plus side of the ledger. It's best to travel on a second-class ticket. First class is 50 percent more expensive and for travel on an Inter City (IC) or Trans-European Express (TEE) train, a first-class ticket and a fare supplement are required.

The price of gas is not the only cost factor in running your car. Consider the wear and tear on the vehicle and on yourself.

Time is a big factor too, especially with the new speed limits. There's only so much free time for traveling. Why not make the most of it? Long-distance trains can get you to almost

any place in Europe faster than the family car. If you have a three-day pass and want to spend it in Paris, you could drive—but you'd be pretty beat when you got there. Paris is less than ten hours by train from Kassel, with a change in Frankfurt and you can get your Z's in while you travel. Rome is a 2-3 day drive from our area. That means 4-6 days of your leave are going to be spent just getting there and back again. A train from Kassel, with a change in Munich, will get you there in 24 hours.

If you're taking a leave or pass to visit some large city, you might ask yourself: "Will I need my car when I get there?" Anyone who has spent much time trying to get into (or out of) the traffic circle around Paris' Arc de Triomphe might well wonder why he didn't park his car and use the subway. In most cities, finding parking places is difficult if not impossible. If you do take a car, do yourself a favor; park it in some safe location and use the local transportation.

## Something For Everyone!

Getting people from point A to point B quickly and efficiently is only one of the functions of public transportation but there are many others. If you like to bike hike and you don't want to be limited to the area within biking distance of your home. You could use your car to get the bike to some distant area, but then you'd have to plan your route so as to return to your car. This might mean backtracking through an area you'd already seen or having to go through an area you had no desire to see—the Ger-

man Federal Railway has a better idea.

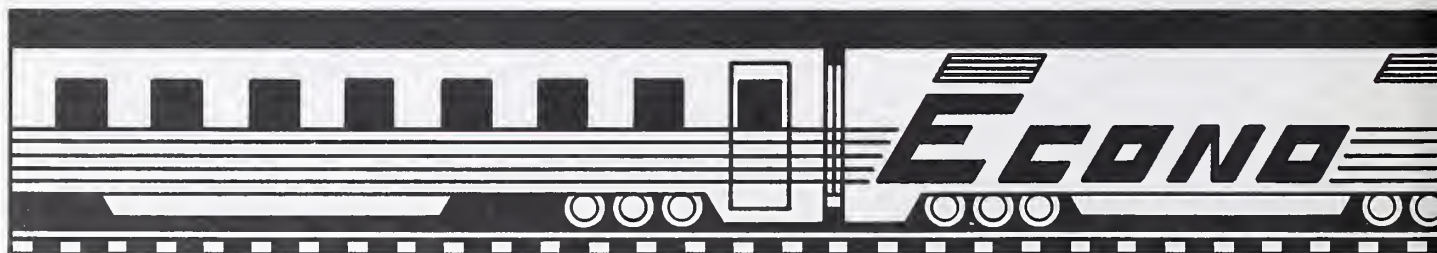
On all trains with a baggage car or a baggage area in one of the passenger cars, your bike can travel with you for the price of two marks. The supplemental ticket can be bought at the ticket window or from the conductor. You deliver the bike to the baggage car or compartment yourself and pick it up at your destination. Although bikes are not supposed to be carried on trains with no baggage space (some of the rural lines and "red sleds", for example), if the train is not crowded and your bike can be placed so as not to block movement, usually nothing will be said. In this connection, it's worth noting that on cars that are not divided into compartments, one of the end seats will fold up out of the way.

## Hiking It

If you'd like to bike-hike, but don't have a bike, the Bundesbahn can still accommodate you. Many train stations in scenic areas that are well-suited for biking have rental bikes. You can get details and the locations of these stations from any ticket agent. Just ask for the brochure on the Bundesbahn's "Fahrrad Im Bahnhof" program.

Hikers, whether back-packers or day strollers, will find that the railway and bus systems can increase their range too. Virtually every town in Germany is served by train or bus. You can pick a hiking route from any of these towns to any other.

If hiking on foot or by bike isn't





your speed maybe you'd like a leisurely drive through the countryside with someone else behind the wheel. The fleets of buses operated by the postal and railway systems make this possible.

Or maybe cruising down the river is your style. During the spring, summer and fall, passenger boats operate on most of Germany's navigable rivers (a few operate in winter as well). Most boats have a restaurant service on board. Even if you're on a trip in your car, a few hours spent cruising to the next town and back make for a refreshing change of pace. Many of the beautiful lakes in southern Germany have passenger boat service too.

Even municipal transit systems have something to offer the tourist besides mere transportation. Many cities have either regular or special bus or streetcar routes (called "Stradtrundfahrten" in Germany) which follow a circular route through the central part of the city. These give the newly-arrived traveler a quick overview of the city and help him learn its layout.

### How To Do It

Enough about what public transportation can do for you. How do you use it? It's very easy. You can get information on train schedules and local railway and postal buses from the ticket agent at any train station. They can also sell tickets, not only for departures from that station, but also for travel from any station to any other station.

More detailed information, as well as special tickets, can be obtained in two ways. Each major train station such as Kassel, has a special window or office for information (Auskunft) and special tickets (Sonderfahrkarten). The agents at these windows can

make seat reservations (price: 2.50 dm) and reservations for sleeper cars (Schlafwagen) or couchette cars (Liegewagen). The supplemental price for sleeper cars depends on the distance to be traveled. For couchette cars a flat rate of 12.50 dm in addition to the normal fare is charged. (Subject to availability of space, tickets for these cars may also be purchased from the onboard porter.)

### Try A Travel Agency

The other way of obtaining these same services is to go to an authorized travel agency. Contrary to popular opinion, buying your ticket through such an agency does not increase its price. The cost is the same as if you had bought it at the station. These agencies make their commission from the railways, not the customers. The staff at most travel agencies and many special ticket windows speak English; so language is rarely a problem.

To obtain information on municipal transit systems, go to the tourist information office located in or near the train station, they'll be happy to provide you with a map showing you how to get around the city by bus or streetcar.

People who travel by train frequently may find it convenient to have their own timetable book (Kursbuch). These can be bought at most stations and railway station bookstores.

Even if you don't have your own book, a certain amount of do-it-yourselfing comes about when you have to read the timetables posted in the train station. Regardless of which country you're in or what language is used, reading these timetables is easy if you know a few simple rules. Two types of tables will be posted: one for arrivals and another for departures. The

arrival schedule will be printed on white paper and the departure schedule on yellow. The first column of information is the time of arrival or departure. In the next column will be found the train number. The large central column shows place of origin or final destination, respectively, on arrival and departure schedules. Arrival or departure times for key intermediate stations are also shown. Finally, the right-hand column lists the track number. Timetable entries for local trains are always in black, those for express trains always in red.

Careful attention should be paid to the special information for each train, shown by the use of internationally understood symbols.

Destination signs are also posted in the vestibule on each end of the car. This information will also be found on the notice on each station platform. There you will find a diagram of the train showing the position of each car and its destination.

We hope we've been able to show you how convenient and economical travel by public transportation can be. If you'd like more information on this means of travel or on almost any other aspect of travel in Europe, just ask Fran or Dave Rogers. We're always happy to help others enjoy the wonderful experience of seeing Europe.

HAPPY TRAVELING!

Reprinted from

*The Little Rocky Mountain News  
Meisner Det, USASA, Germany*



## ASA has learned to Tighten Up

ASA has been vigilant all ways—especially during the energy crisis. We have had to adjust our ways of living as well as thinking. This has included contending with the long gasoline lines, dark streets and buildings, chilly homes and offices, higher prices. The struggle has concerned individuals as well as groups, and ASA units are no exception.

Conservation had to be achieved without mission or readiness impairment. This in itself was a major task. Immediate action taken by ASA units not only assisted in saving fuel stocks, but in many instances actually exceeded Department of Defense conservation goals. Through team effort and active awareness campaigns to save money and fuel, units discovered that they really could do it.

Many ASA units are tenants on non-ASA installations. Their conservation efforts and results are difficult to measure because there is no formal HQUSASA report required. But because every ASA unit—small, medium or large—found some way to save, the command has made a substantial contribution to the DoD effort. For the record:

- Arlington Hall Station and Vint Hill Farms Station vehicle fuel use is 21.8 percent below FY 73 consumption.

- Use of diesel fuel at TUSLOG DET 4 for the generation of electricity has been reduced by 99,416 gallons, or 10.12 percent. At present prices, this represents a savings of \$61,638.

- The 7th RRFS has actively assisted the AMPAC engineers in conserving the use of electricity which has contributed to a savings of 27–30 percent in use of diesel fuel since November 1973.

- USASAFS Korea reduced use of heating fuel 31.5 percent for the first half of FY 74.

- The 303d USASA Battalion, Ft. Hood, TX, reduced use of vehicular fuels more than 30 percent for the first half of FY 74, and according to a congratulatory letter from ASA's Deputy Commander, "the reduction of fuel consumption (the 303d Battalion) exceeds those of all comparable Agency tactical commands."

Some of the accomplishments weren't easy. Unlike most units, DET 4 generates its own electrical power. The diesel fuel required by the generators amounts to 86 percent of all the fuel consumed at DET 4 during FY 73. But they still managed to exceed DoD reduction goals of 7 percent for electrical energy, 18 percent for heating and 15 percent for mobile equipment. The somewhat isolated post was able, during the first half of FY 74, to save 15.1 percent of combined vehicle fuel, 7.6 percent of diesel fuel and 9.3 percent of all other fuels.

As DET 4 was tightening its energy belt, a squeeze in the wallet also became evident. For years the cost of energy consumed abroad has been going up. The cost of diesel fuel for DET 4 rose from 17 cents per gallon in 1973 to 62 cents per gallon beginning in January 1974.

The President asked for an across the board savings of 7 percent, but DoD went a little further. These increased demands were met by ASA units through improved efficiency and reduction in waste. But none of it would have been possible without the determination, ingenuity and total cooperation of all personnel.

This is a great record, but can we stop here? If we could by some magic formula return to the seemingly secure days of early 1973 when fuel appeared to be plentiful and prices were within reason, all might be well. However, our energy supply is still far from secure, and rising fuel costs dictate a very real need for continued conservation efforts. If the present rate of national energy growth continues, the demand for energy will double every 17 years.

In the United States it took half a century (1900–1950) for our annual total energy consumption (expressed in barrels of oil per day) to increase from 4 million to 16 million, but it took only 20 years for that 16 million to increase to 32 million. In simple supply versus demand terminology, the demand overtook the supply.

You can help halt the possibility of this happening again—but it takes more than a Commanding Officer standing among a group of disinterested soldiers telling them to conserve—it takes people who care.





# pass in review

A roundup of ASA news from Hallmark correspondents

## Texas

**Goodfellow AFB**—Staff Sergeant Harley M. Bissel, a student at the USAF School of Applied Cryptologic Sciences, has an unusual hobby . . . he collects military patches. The sergeant's collection includes over 3,000 US Army and Air Force as well as several rare Japanese and German military patches.

A native of Springfield, Illinois, his interest in patch collecting began 10 years ago when a relative gave him a box of WW II patches. SSG Bissel continued the uncommon hobby and by 1970 had collected more than 1,000 patches.

Some of the sergeant's extraordinary patches include the badges of the Japanese War Crimes Trials Staff, 9th Division Recondo Vietnam and WW II Italian P.O.W. insignia.

Sergeant Bissel's collection technique seems to be an oddity among collectors. He places the patches without any adhesives on mounting pages. When asked why, he explained that once a patch is tampered with by glue, tape, thread or any other device, its value can diminish by approximately 50 percent.

SSG Bissel got started in his hobby by being given patches by friends and relatives and by browsing in Army-Navy Surplus stores.

## Massachusetts

**USASATC&S, Ft. Devens**—Master Sergeant Thomas A. McMurray and Staff Sergeant Charles Buchanan, maintenance instructors at TC&S, recorded the highest enlisted evaluation test scores Agency-wide in their respective 33 series PMOS. MSG McMurray, the chief instructor of Branch 4, N Division, received an MOS score of 145 out of a possible 160 in his MOS (33Z50—Intercept Systems Maintenance Supervisor).



SSG Harley M. Bissel displays his collection of 3,000 military patches. Assigned to the ASA Det at Goodfellow AFB, the sergeant has been collecting patches for 10 years and has many unusual emblems. (U.S. Air Force Photo)

SSG Buchanan, who is an instructor on the Master Sergeant's staff, outscored his boss by two points as he totaled 147 on his 33C (Intercept Receiving Set Repairmen) MOS test. MSG McMurray took the top score in a field of thirty-four 33Zs. SSG Buchanan bested some 77 33Cs.

## Japan

**USASA SAD No. 1**—The Special Activity Detachment No. 1 at the Naval Air Facility, Atsugi, Japan, recently completed its participation in a Joint Air Force, Army, Marine and Navy Operation. The operation, held on Midway Island, was controlled by the US Navy's Third Fleet.

During the operation, SP6 Roy J. Small reenlisted on Midway, claiming to be the first Army reenlistee on Midway since WW II. Meanwhile, SSG Burke was promoted to SFC.

Although it was a long operation, personnel were not without company. Over 100,000 Albatrosses (gooney

birds) were on the island for the annual mating season.

Midway Island is a US government bird sanctuary and over 100,000 of the birds migrate annually to Midway for the mating season.



SP6 Roy J. Small is given the oath of reenlistment by CPT Walker, Commander SAD NR 1. The Albatross Memorial is in the background along with nesting albatrosses.

# ERA: The Right To Fight

by Susan Y. Rader

**T**he Equal Rights Amendment (ERA) is four away from the 38 states required for ratification. Accredited sources predict that the controversial issue will be ratified and become the 27th Amendment to the Constitution by 1975.

*It is not this article's intention to dictate the interpretation, the application, even the necessity of such an amendment; this article does not deign to set the stage for pro-ERA feminists or their opponents in violent argument of the merits or demerits such an amendment might entail.*

*It would, however, like to remind readers of the true possibility—indeed, the probability—of its passage. Again, whether one agrees with the principles of the ERA or not, it should be kept in mind that it is four states and perhaps a little less than a year away from becoming federal law. (States will have two years before the ERA is actually effective in order to prepare or change their legislation in accordance with the amendment.)*

**I**n fact, no one can now afford to ignore the ERA and the perhaps radical effects and changes it may have hanging on its coattails.

Needless to say, the military is hardly exempt from such a policy. In many ways, the effects of the ERA upon the military establishment has proven to be a primary source of some interesting speculation. The re-examined status of women, presently indoctrinated in the service and those who soon may be, has been an especially high point of concern.

This article is meant to educate the reader to what may occur under the 27th Amendment, if it does indeed succeed in its bid for ratification.

"When women are excluded from the draft—the most serious and onerous duty of citizenship—their status is generally reduced. The social stereotype is that women should be less concerned with the affairs of the world than men. Our political choices and our political debate often reflect a belief that men have fought for their country and have a special qualification or right to wield political power and make political decisions. Women are in no position to meet this qualification."

Professor Norman Dorsen  
(Yale Law Journal, 1971)

If or when the Military Selective Service Act is reinstated, if the ERA is ratified and if it is translated in the fundamental terms its proponents have ideally expressed, Professor Dorsen's statement might no longer be valid.

According to the Yale Law Journal (1971), under the ERA, women would register for the draft at age 18, as men do now. If she meets physical and mental standards and is not eligible for exemptions or deferments, she will join the men in susceptibility to the draft.

The Selective Service statute states that no one may be inducted into the military service unless adequate shelter, water, heating, lighting and medical care are provided.

**A** question often brought up asks whether the army will have sufficient time to provide these things, plus other adaptations—such as the expansion of gynecological service—within the two-year period provided for after ratification.

The Journal's authors insist that it does, especially since "the eligibility of women will not necessarily entail an increase in the number of persons inducted."

Under the ERA, dual standards for qualification in the military would have to be eradicated and a uniform

standard for both sexes be achieved. For example, minimum-maximum height requirements for men and women would have to be equalized; the required minimum score for the preliminary intelligence test (General Total—GT—rating) would have to be the same for the sexes. Currently, women are required to score higher on their intelligence tests than their male counterparts in order to qualify for the Army.

Naturally, women ministers, conscientious objectors and state legislators would be treated as men in the same categories would be treated. Women doctors and dentists would be subject to call under the same conditions provided for men.

Those provisions of the Selective Service Act concerning the deferment of persons who have children, or wives and children "with whom they maintain a bona fide family relationship in their homes"—that is, a married person with a child may be deferred—has been provided for under the ERA.

**I**t will be up to Congress to choose one of several options open to them:

Deferment might be extended to women so that neither parent in a family with children would be drafted.

One, but not both, of the parents might be deferred, depending on which parent was drafted first.

Deferment to the individual in the couple responsible for child care. The couple would decide in whom that responsibility lay.

In the case of a one-parent household, Congress would probably defer that parent.

"... Almost all of the women in the Army are members of the Army Nurse Corps or the Women's Army Corps. Although the Army Nurse Corps is organized along job lines, the WAC has no unifying principle except that its members are women... Under the Equal Rights Amendment, the WAC would be abolished and women assigned to other corps on the basis of their skills."

Yale Law Journal (1971)



"The only reason there is still a Women's Army Corps branch is because the law—Congress says that all women will be commissioned or enlisted in the Women's Army Corps or the Army Nurse Corps. Until they change that law, there will still be a separate branch . . ."

*CPT Carolyn B. Garner, WAC*

There has been a growing trend in the Army in recent years toward the gradual incorporation of the Women's Army Corps branch into the "whole" Army.

Military Occupational Specialties (MOSSs) have been expanded to include female engineers, airborne troopers and heavy equipment operators. No longer need a woman necessarily be limited to "women's work" as clerks, secretaries, nurses or technicians.

Concessions have been made to the distaff side of the military that were previously exclusively male: for example, women in the service may now claim their husbands as dependents whereas once only men were allowed to do so regardless of any money their wives might have been earning on jobs of their own. In service housing and medical benefits have also been expanded to include a military woman and her family.

"One thing that has speeded it up," commented Garner, the soft-spoken WAC officer, who has just left her command of the WAC detachment here, to accompany her husband to Okinawa, "One thing that has speeded things up is the ending of the draft: expediency; they need us. They need us now, so we can have whatever we want. . . ."

"All officers will soon no longer be in the Women's Army Corps; for instance, I've just been detailed to the Quartermaster branch; we're having to be detailed to these various branches because the law says that we will be commissioned in the Women's Army Corps. They're up there chang-

ing that law now so we can be commissioned in other branches other than the WAC."

She paused and carefully continued. "Not all women are in the Women's Army Corps any longer because we're moving away from that. The WAC is still a separate branch but we're moving rapidly away. I think by this summer all WAC officers, like myself, have to be detailed into another branch because there won't be a Women's Army Corps branch much longer."

Enlisted women are already trading in the traditional Pallas Athene insignia for the brass of the units they're assigned to.

On Post elsewhere in CONUS, Fort Ord being the model case study, all semblance of the WAC Company has been dissolved.

Commanders to whose units women are assigned to have the responsibility for housing and feeding them.

Such an arrangement "cuts out the middleman," Garner said. "In reality, the enlisted WAC has two sets of people telling her what to do . . . two COs, two First Sergeants . . . it would be much easier if she were just assigned to Headquarters Company, for example, and could just forget about WAC Company."

"Whether women ought to serve in combat units has provoked lengthy debate. Before discussing the arguments raised against it, it should be noted that the number of those who serve in combat units are only a small percentage of military personnel. Even in combat zones, many jobs of logistic and administrative support are no different or more difficult than the work done in non-combat zones. Thirty years ago, women were found capable of filling over three-quarters of all Army job classifications and there is no reason to prevent them from doing these jobs in combat zones. The issue

of assigning women to actual combat duty, therefore, involves a relatively small segment of total military assignments."

Yale Law Journal (1971)

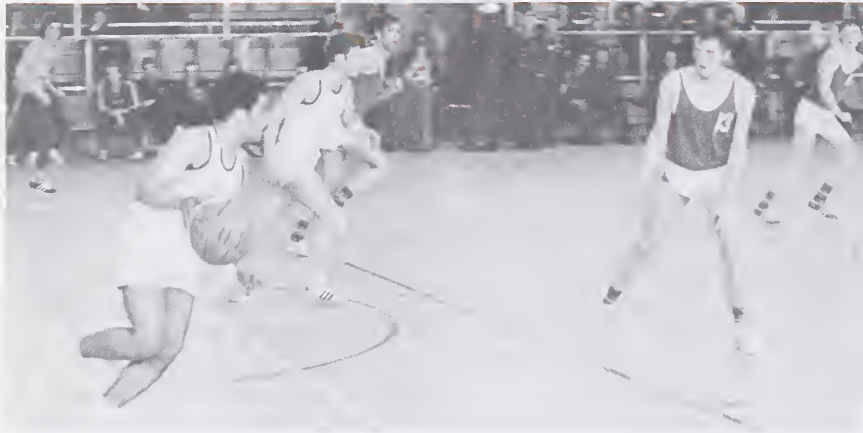
Women in a combat situation is a tinderbox topic. Whether or not such a state in this country will ever exist even if the ERA is passed is a question literally tossed to the winds.

It should be noted that no one can ever be sure how courts will interpret any new law or amendment. **An American Civil Liberties Union Handbook: "The Rights of Women,"** cites as an example the Fourteenth Amendment, which was ratified just after the Civil War and was intended to guarantee that blacks would be treated equally with whites. Yet the Supreme Court completely changed the meaning of that amendment by interpreting it to allow "separate but equal" treatment. Courts could distort the meaning of the Equal Rights Amendment in much the same way.

But the stringent interpreters of the ERA point out that women who are qualified for combat duty should have no reason to be barred from it (. . . "Women are physically as able as men to perform many jobs classified as combat duty, such as piloting an airplane or engaging in naval operations. In order to screen out those of both sexes incapable of combat service, it will be permissible to administer a test to measure ability to do the requisite physical tasks.)

The Yale Law Journal concludes fittingly "As long as anyone has to perform military functions, all members of the community should be susceptible to call. When women take part in the military system, they more truly become full participants in the rights and obligations of citizenship."

Reprinted from **The Castle**,  
Ft. Belvoir, VA



Tom Jackson, the leading scorer for the Meissner Det team, drives toward the French defense during the Meissner Invitational International Basketball Tournament.

### Basketball

**Meissner Det, Germany**—The Meissner Invitational International Basketball Tournament was held in late March with the Mountainmen taking the Tournament Championship.

The Meissner Det competed against the French Detachment Electronique, Bad Lauterberg; the German Fernmeldekompanie-947, Hesiach Lichtenau, and the British 5th Heavy Regiment Royal Artillery, Hildesheim.

The tourney played at the Sport-halle in Eschwege, started with the US crushing the French 70-35.

The second game saw the British team's height destroy the German team. The German team, outclassed in almost every department, hung on doggedly but to no avail, final score 67-31.

A consolation game between the French and German teams was a close one. The French led the entire game, but the Germans cut their lead to as little as one point. The final outcome 44-41 French.

The championship game saw the Americans route the British, 72-42, before a crowd of several hundred spectators. The leading scorers for Meissner were Tom Jackson 16, Tom Reilly and Steve Krammes both with 14.

### 156th Aviation Co, Ft. Bliss, TX—

The 156th's basketball team has won the 1974 Air Defense Center and Ft. Bliss Basketball Tournament. Rated as the underdogs in the final game against the 11th ADA Group, the 156th team won, 74-66, leaving them undefeated for the season.

The leading scorer and most valuable player was Joe Reed with 24 points. Jim Walker scored 17, Johnny Felton pumped in 15 and Dan Harris fired in 13 points.

**Ft. Devens, MA**—Co D ASA has won the Ft. Devens Company level Intramural Basketball Championship.



The champion 156th Basketball team standing (l-r) Ed Grier, coach, Jim Hodges, Joe Reed, Jim Walker, John Felton, Bill Krouse, Oscar Palacios, Bill Thurston, Mike Lodgsdon. Front (l-r, Rene Garcia, Dan Harris, Joe Lamonde and Jim Long.

In the first game of the double elimination tournament Co D downed the Support Battalion, 10th Special Forces Group. In their next meeting Co D led Spt Battalion at the half 23-10.

In the second half fast breaks by William Lewis and superb ball handling by Dave Carlisle sparked the 57-32 victory.

High scorers for Co D were William Lewis, Don Graham and Warren Kelly.

### Volleyball

**7th RRFS, Ramasun, Thailand**—The Ramasun "King" Kobras captured the 1974 All-Thailand Volleyball tournament Championship.

At the end of the first day the tournament standings were Bangkok 0-3, Samae San 2-1, and Ramasun 2-0.

On the second day the Kobras trounced Bangkok for their fourth straight defeat. The last game of the tourney saw the Samae San Half Breeds fight to a 13-7 lead. But the "cool" Kobras battled back from the six point deficit, winning the squeaker, 15-13, and the championship.

Colonel Dwane F. Pins, commander 7th RRFS presented the awards to the runners-up, Samae San Half-Breeds and to the champion Ramasun Kobras.



# MOS MISMATCH PROBLEMS

**I**n this age of the computer, why can't the Army get the right people in the right jobs? Why do truck drivers work as typists and why do computer repairmen work as records clerks? This problem has long vexed the Army and the Army Security Agency.

The problem is called "MOS mismatch." It happens when soldiers are assigned to duties outside their primary military occupational specialties (PMOS) or other skills in which they have been trained. The magnitude of the mismatch problem thus far eludes precise measurement at DA but estimates put the number of mismatched Army personnel, world-wide near 50,000, or approximately 11.7 percent according to a recent letter from the DA DCSPER.

The requirement to put the right soldier in the right job has always concerned commanders and personnel staff officers. Indeed, Secretary of the Army, Harold H. Callaway, has ranked the MOS mismatch problem as second to the recruiting effort.

Presently only 80 of the 480 enlisted MOSs are considered balanced. Progress is being made, however, to balance the Army's PMOS inventory. On June 30, 1972 there were 80,000 authorizations worldwide for which there were no trained enlisted personnel. By October 1973, this number had dropped to 35,000. On the other hand there were 35,000 personnel with PMOSs in excess of requirements.

According to ODCSPER, ASA has about 16,000 enlisted personnel. Comparing their PMOS with their DMOS in the first three positions of the MOS (i.e. 71B) the percentage of mismatches comes to 11.8 percent or 1890 mismatches.

The number of mismatches for ASA includes approximately 20 percent of individuals with a feeder PMOS (33G) working in a capper PMOS (33Z) slots and alternate MOSs (33F in a 34D slot) which may not

be considered an MOS mismatch. The DA letter indicates ASA has a mismatch rate of 8 percent.

Why does the PMOS/DMOS mismatch occur in the first place? There are three reasons for this discrepancy in ASA. First of all, ASA assignments are made against projected authorizations. This causes an imbalance between the number of personnel assigned and the number of personnel authorized. For example, Table of Organization and Equipment (TO&E) units are being filled under the H series TO&E and operating under the G series. The frequency of authorization changes accounts for a large number of ASA mismatches.

The second cause of the mismatches is the imbalance between spaces authorized in CONUS and those overseas. Some MOSs have more authorized slots overseas than in CONUS. As a result, there are soldiers returning to the Continental United States when no vacancies exist in their PMOS. A sustaining base must be retained and a soldier may have to work out of MOS in CONUS due to the authorization imbalance.

There are also mismatches caused by changes in local missions. These changes sometimes require the immediate assignment of individuals to a particular unit for a short term where there is no requirement. These are undocumented requirements which will probably not be authorized.

The PMOS of an enlisted soldier is far more significant than the PMOS of an officer since most enlisted personnel policies and actions relate to the PMOS: job satisfaction, MOS testing, shortage speciality or superior performance pay, promotion, school selection, reenlistment, variable reenlistment bonuses and assignments. The Department of the Army is presently evaluating every facet of enlisted personnel management to identify areas in which improvements are necessary. Action is underway to develop:

- an information program to inform commanders and enlisted personnel of the reasons for assignment out of a PMOS and the progress being made toward making proper assignments.
- a dual skill system in conjunction with the long range MOS program of the Enlisted Personnel Management System (EPMS).
- a reduction in the number of MOSs.
- an MOS reclassification program to reduce senior grade MOS imbalances which stem from Army promotion board selections.
- a procedure which will decrease the time required to process authorization changes.
- a means to reduce errors in the enlisted personnel data base.

## PMOS/DMOS MISMATCHES AS OF 31 MAR 74\*

	CONUS	PAC	EUROPE
Total Mismatches	885	292	713
Total Assignments	8,200	3,000	4,800
Percent Mismatch	10.8	9.7	14.8
World Wide Total Mismatch			1,890
Totals Assignments			16,000
Percent Mismatches			11.8

\* Figs. include mismatches on SMOS, AMOS, substitutable MOS and Career progression MOS.

## WACs Cont'd from p. 1

of myself depends on me—and I'll make it or break it regardless of whether I have a uniform on or not."

Sarah feels that wearing a uniform *does* make a difference in what others in the service think. She offers advice to new enlistees—"don't let it get you down. Too many girls join the Army with high hopes and enthusiasm for what is to come, only to be let down by inside prejudice once she's in uniform."

"From almost the day of their initial assignment they are faced with derogatory comments from fellow servicemen. Somehow a bad reputation and WACs go hand in hand. It's hard for a sensitive person to constantly hear these slams. But you have

to force yourself to take it in your stride.

"You have to think of your total self as one of the building blocks that makes up the total image of the Woman's Army Corps. If your appearance, performance and whole outlook toward life is favorable, then that's another jump forward for the rest of the corps."

As more and more WACs become an integral part of ASA's mission, the old ideas slowly begin to change. Major Gary Dickinson, the commander of Eckstein Detachment, FS Augsburg (who welcomed his first WACs just one year ago), says "These young women are in the Army too, and it would be unfair to them and to the men if they were treated differently."

To SP4 Sue Badera there are really no problems to be encountered at all. "Once they ('the guys') see that we are competent in our jobs, there will be no problems. Sure, they are a little wary of us now, but I'm sure that will wear off in time."

That time may be just around the corner, according to one who says, "Hell, most of the guys are glad to have the WACs here. Who likes to talk to guys all the time? It will be nice to have American girls around to talk to—their arrival will be great for morale."

ASA morale boosters who now number more than 1500, are located in the US, Europe and the Pacific, adding more members to ASA's world wide military family and a lot more clout to its skills inventory.

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## Science & Medicine

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### "CRASH!!!"

#### "Tinkle, Tinkle"

All right so you just dropped one of your wife's imported, crystal glasses. What happens next can be a painful trip to the hospital or just a friendly family squabble. It's all up to you!

The accidental breakage of glass in the home can cause a serious cut if not cleaned up quickly and properly.

Use a broom and a dustpan, a piece of cardboard or heavy gloves to pick up the big pieces. Do not use your bare hands.

Finally, use a wad of cotton to pick up the very small chips. They can become imbedded in your skin.

### Custom Job

Engineers at the US Army's Natick Laboratories in Massachusetts have developed a device that may result in improved head protection for military football players and racing drivers.

As part of the current research to develop an improved helmet and suspension system for Army personnel, Natick engineers have developed a three-dimensional head-measuring device called the "numerical surface descriptor."

The device has solved the problem of measuring the wide variety of head shapes and sizes. With the aid of a computer it is hoped to come up with the ideal suspension system that permits the helmet to be worn without wobbling; is free of localized pressure points; is cool to wear and, most importantly minimizes the effect of any blow on the helmet.

The numerical surface descriptor consists of a transparent hemisphere containing a series of movable rods or probes. Each probe gives a measurement with respect to the shell and the other probes, thus yielding an accurate three-dimensional plot of the head.

### Talking Trees

Instead of swinging through the trees like Tarzan, members of the US Army Electronics Command's Communications and Automatic Data Processing Laboratory are talking through them.

After four years of intensive research, a team of ECOM scientists and engineers under the direction of Dr. Kurt Ikrath, has proven that not only can trees be made into effective radio antennas but so can a variety of man-made and natural objects, including the human body.

A wire coil is formed in a circle around a tree or other core object enabling the scientists to use the object as an antenna. The device is called a Hybrid Electromagnetic Antenna Coupler (HEMAC). The system acts like a leaky transformer, with the HEMAC performing as the primary winding and the core object as a single turn secondary winding.

The single wavelength is very important to the operation of the system, according to Dr. Ikrath. In a forest environment the dense underbrush and overbrush scatters or absorbs short wavelength signals. Long wavelengths tend to overlook the fine structure of the forest. By varying the size of the HEMAC and the signal wavelength to match the resistance of the core object engineers have successfully coupled HEMACs with such man-made objects as light poles, window frames, and helicopters.

The idea of using the human body as an antenna is to camouflage the operator. The standard antenna tends to make the radio operator stand out, and thus makes him an easier target. After much testing it was determined the device should be carried over one shoulder and under the opposite arm. A field jacket can be worn over it to hide it completely.



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## Check Those Checks

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*The following article stresses the importance of keeping a good credit rating. The author tells how a bad rating can reflect on you and fellow servicemembers.*

It's hard to imagine any type of conduct more service discrediting than the writing of bad checks. When just a few checks written by military people have bounced in a community, the word really gets around. Soon none of us can cash a check under any circumstances, and the community thinks we're all a bunch of crooks. Naturally, the military service has a big interest in seeing that this doesn't happen.

For these reasons, our military law has provided some mighty severe penalties for writing worthless checks. If an individual passes a bad check with an intention to deceive or defraud, he may be convicted of an offense under Article 123a Uniform Code of Military Justice (UCMJ), authorizing punishment up to Dishonorable Discharge and confinement at hard labor for five years, depending on the amount involved.

Even if the individual intends to have the money in his account, but later wrongfully fails to maintain sufficient funds for payment of the check, he may be guilty of an Article 134 disorder, which authorizes punishment of a Bad Conduct Discharge and up to six months confinement.

Many times, check offenses are tried by the civilian authorities, under laws which are just as severe. The mere fact that you are presently overseas does not preclude prosecution upon your return to the States.

Any time a check is returned unpaid, the circumstances are going to be investigated thoroughly. If it is clearly shown that the check was written in good faith, and bounced because of ordinary negligence or mistake, there probably will not be any court-martial prosecution. Even

in these cases, however, the individual's military career may be badly damaged. Promotion and good assignments will come a lot slower if a person's records indicate he is unable to maintain his personal affairs properly.

Repeated incidents of this nature could easily result in administrative elimination from the service, under conditions other than honorable.

Now a lot of us have checking accounts, and find this a mighty handy way to do our business. We're reasonably careful, we're not about to deceive anyone, and we're not going to write any bad checks intentionally. How can we be sure we won't get into check trouble?

There are just a few rules we should observe. Keep track of that bank account. Balance it carefully with the bank statement every month. If you and the wife have both been writing checks against the account, stop this practice. Use a different method so you can't possibly become overdrawn accidentally.

Never write a check unless you are positive that the money to cover it is in the bank. Don't take the chance on beating a check to the bank, and don't rely on someone holding a check for you. This is asking for trouble.

**By Col. Benjamin H. Rosker, USAF  
Staff Judge Advocate**

## *Ideas and Opinions*

*"I share no man's opinions; I have my own." Fathers & Sons (1862)*

**FLARE**



**May, 1974**

- 1 May Day  
Law Day  
Dewey Day
- 6 Birthday of Robert Perry
- 7 Sinking of Lusitania
- 8 VE Day
- 9 Birthday of John Brown
- 10 First Continental Railroad
- 13 Mother's Day
- 14 WAC Anniversary
- 18 Armed Forces Day
- 21 Lindbergh's Trans-Atlantic flight
- 30 Memorial Day

